



## San Bernardino Associated Governments

1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA 92410

Phone: (909) 884-8276 Fax: (909) 885-4407

Web: [www.sanbag.ca.gov](http://www.sanbag.ca.gov)



- 
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
- 

## AGENDA

### Administrative Committee Meeting

**November 18, 2009**

***NOTE TIME: 11:00 a.m.***

#### Location

SANBAG

*Super Chief Conference Room*

1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor

San Bernardino, CA

### *Administrative Committee Membership*

#### *Chair – SANBAG Vice President*

Supervisor Brad Mitzelfelt  
County of San Bernardino

#### *SANBAG President*

Mayor Paul Eaton  
City of Montclair

#### *SANBAG Past President*

Supervisor Gary Ovitt  
County of San Bernardino

#### *Mt./Desert Representatives*

Mayor Rick Roelle  
Town of Apple Valley

Council Member Mike Leonard  
City of Hesperia

Supervisor Neil Derry  
County of San Bernardino

#### *East Valley Representatives*

Mayor Pro Tem Patricia Gilbreath  
City of Redlands

Mayor Patrick Morris  
City of San Bernardino

Supervisor Josie Gonzales  
County of San Bernardino

#### *West Valley Representatives*

Council Member Gwenn Norton-Perry  
City of Chino Hills

Mayor Dennis Yates  
City of Chino

Supervisor Paul Biane  
County of San Bernardino

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

*The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

*The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

*The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

*The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

**San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency**

**AGENDA**

**Administrative Committee Meeting**

**November 18, 2009  
11:00 a.m.**

**Location:** SANBAG, Super Chief Conference Room, 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor,  
San Bernardino

**CALL TO ORDER 11:00 a.m.**  
(Meeting Chaired by Brad Mitzelfelt)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Anna Aldana

**Notes/Actions**

**1. Possible Conflict of Interest Issues for the Administrative Committee Meeting November 18, 2009. Pg. 5**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by member request.

**Administrative Matters**

**2. Attendance Register Pg. 6**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

**3. Procurement Report for October 2009 Pg. 8**

Receive Monthly Procurement Report. William Stawarski

## **Discussion Items**

### **Administrative Matters**

4. **Final Encumbrances for FY 2008-2009** Pg. 11  
Approve final encumbrances, listed on Table 1, to be formally incorporated into SANBAG's 2009-2010 Budget.  
**William Stawarski**
5. **2010 Board of Directors and Administrative Committee Meeting Schedule** Pg. 14  
Approve the 2010 Board of Directors and Administrative Committee Meeting schedules. **Duane Baker**

### **Program Support/Council of Govts.**

6. **2010 State and Federal Legislative Program** Pg. 28  
Approve the 2010 State and Federal Legislative Program.  
**Jennifer Franco**
7. **Fiscal Year 2011 Federal Appropriations Process and Project Nominations** Pg. 38  
Approve the federal appropriations project nominations as listed in Attachment 1. **Jennifer Franco**

### **Comments from Committee Members**

### **Public Comment**

## **ADJOURNMENT**

### **Additional Information**

#### **Acronym List** Pg. 56

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

## Meeting Procedures and Rules of Conduct

### **Meeting Procedures**

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

### **Accessibility**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov). Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

**Closed Session Agenda Items** – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings  
of  
Board of Directors and Policy Committees**

**Basic Agenda Item Discussion.**

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

**The Vote as specified in the SANBAG Bylaws.**

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

**Amendment or Substitute Motion.**

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

**Call for the Question.**

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

**The Chair.**

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

**Courtesy and Decorum.**

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

*Adopted By SANBAG Board of Directors January 2008*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

### AGENDA ITEM: 1

**Date:** November 18, 2009

**Subject:** Information Relative to Possible Conflict of Interest

**Recommendation\*:** Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

**Background:** In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		NONE	

**Financial Impact:** This item has no direct impact on the budget.

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and Policy Committee members.

\*

*Approved*  
*Administrative Committee*

Date: \_\_\_\_\_

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

# ADMINISTRATIVE COMMITTEE ATTENDANCE RECORD -- 2009

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Paul Biane</b> Board of Supervisors	X	X		X	X	X		X		X		
<b>Patrick Morris</b> City of San Bernardino	X	X	X	X	X	X	X	X		X		
<b>Mike Leonard</b> City of Hesperia	X	X		X	X	X	X	X		X		
<b>Bea Cortes</b> City of Grand Terrace	X											
<b>Patricia Gilbreath</b> City of Redlands		X	X	X	X	X	X	X		X		
<b>Paul Eaton</b> City of Montclair	X	X	X		X	X	X	X		X		
<b>Josie Gonzales</b> Board of Supervisors										X		
<b>Brad Mitzelfelt</b> Board of Supervisors	X		X			X	X	X		X		
<b>Gary Ovitt</b> Board of Supervisors		X	X	X	X	X		X		X		
<b>Dennis Yates</b> City of Chino	X	X	X	X	X	X	X	X		X		
<b>Gwenn Norton-Perry</b> City of Chino Hills	X	X		X	X	X	X			X		
<b>Rick Roelle</b> Town of Apple Valley		X		X		X		X				
<b>Neil Derry</b> Board of Supervisors							X	X		X		

X = Member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

\*The Administrative Committee did not meet in September.

admat09.docx



# ADMINISTRATIVE COMMITTEE ATTENDANCE RECORD - 2008

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Paul Biane</b> Board of Supervisors	X	X	X		X	X	X	X	X			X
<b>Robert Christman</b> City of Loma Linda	X	X	X	X	X							
<b>Patrick Morris</b> City of San Bernardino								X	X	X		X
<b>Mike Leonard</b> City of Hesperia	X	X	X	X	X	X		X		X	X	X
<b>Bea Cortes</b> City of Grand Terrace	X	X		X	X	X		X	X	X	X	X
<b>Lawrence Dale</b> City of Barstow	X	X	X		X	X	X	X	X	X		X
<b>Paul Eaton</b> City of Montclair	X	X		X	X	X	X	X	X	X	X	X
<b>Josie Gonzales</b> Board of Supervisors			X	X	X	X						
<b>Dennis Hansberger</b> Board of Supervisors	X	X	X			X						
<b>Brad Mitzelfelt</b> Board of Supervisors	X	X		X		X		X	X		X	
<b>Gary Ovitt</b> Board of Supervisors	X	X		X	X	X	X	X	X			X
<b>Dennis Yates</b> City of Chino							X	X	X	X	X	X
<b>Gwenn Norton-Perry</b> City of Chino Hills					X				X			X
<b>Rick Roelle</b> Town of Apple Valley	X			X	X	X		X	X	X	X	

X = Member attended meeting.

\* = Alternate member attended meeting. Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 3

**Date:** November 18, 2009

**Subject:** October 2009 Procurement Report

**Recommendation:**\* Receive Monthly Procurement Report.

**Background:** The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or designee, is authorized to approve Purchase Orders up to an amount of \$50,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

Attached are the purchase orders in excess of \$5,000 to be reported to the Administrative Committee for the month of October 2009.

**Financial Impact:** This item imposes no impact on the FY 2009/2010 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

**Reviewed By:** This item is scheduled for review by the Administrative Committee on November 18, 2009.

**Responsible Staff:** William Stawarski, Chief Financial Officer

*Approved  
Administrative Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

# OCTOBER 2009 REPORT OF PURCHASE ORDERS

	Vendor	Purpose	Sole Source Y/N	Amount
10TWI	tWrite, Inc.	Annual website maintenance	No	18,000.00
10XEROXA	Xerox	Additional copy charges for six Xerox copiers	No	27,500.00
P10075	Vandermost Consulting Services	Consulting services to provide the compliance recommendations for the maintenance and repair of the Depot exterior	No	19,305.00
P10082	Economics & Politics, Inc.	Consulting services and publication of the Inland Empire Economic Quarterly Report	No	12,500.00
P10083	TH Enterprises, Inc.	Purchase of a server, user licensing, required backup equipment and installation for Disaster Recovery Plan	No	43,217.00
P10085	TH Enterprises, Inc.	Coras Works Software Investment	No	9,900.00
P10091	TH Enterprises, Inc.	Windows 2008 Server and SQL Server software for GIS	No	7,698.00
P10096	TCM Group	Prepare a model for the I-215 widening, phases 3 and 4	Y – Unique experience due to the need to have the model match the phase 2 model	10,000.00
P10099	Douglas Engineering	Prepare, file nomination application to the CPUC and attend the hearing	Y – This vendor PO has unique qualifications and time constraints associated with evidentiary hearing.	5,800.00
P10102	Joshua Contracting Co.	Remove weeds and debris along the BNSF Redlands loop right of way track	Y – Vendor has a special certificate required to work near an active railroad track.	15,944.00

P10124	Web Tech Wireless, Inc.	GPS tracking devices, installation, activation and reporting charges for FSP trucks	No	20,746.00
P10125	TH Enterprises, Inc.	Purchase of a server, user licensing, required backup equipment and installation for Parsons Project Management System	No	32,253.00
P10128	Bandwidth.com	Internet service provider – Two year contract plus one time setup fees	No	22,202.25
P10130	Tyler Technologies, Inc.	HR web extension license fee, annual maintenance, training and conversion	Y – HR Software modular for use with approved SANBAG Software System	11,025.00
			TOTAL PURCHASE ORDERS ISSUED	\$ 262,090.25

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
- 

## *Minute Action*

### AGENDA ITEM: 4

**Date:** November 18, 2009

**Subject:** Final Encumbrances for FY 2008-2009

**Recommendation:\*** Approve final encumbrances, listed on Table 1, to be formally incorporated into SANBAG's 2009-2010 Budget.

**Background:** SANBAG's Budget for Fiscal Year 2009-2010 for new activity was adopted by the Board of Directors on June 3, 2009. The encumbrances (commitments related to unperformed contracts for goods or services from the previous Fiscal Years) are presented for approval to be formally incorporated into SANBAG's FY 2009-2010 Budget.

The following attachment provides a summary of task activities, by task manager, that will have an encumbrance carried over and added to the previously approved budget.

**Financial Impact:** Encumbrances totaling \$83,155,929.01 (Table 1) will be formally incorporated into SANBAG's FY 2009-2010 Budget.

**Reviewed By:** This item is scheduled for review by the Administrative Committee on November 18, 2009.

**Responsible Staff:** William Stawarski, Chief Financial Officer

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*Approved*  
*Administrative Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

**Table 1**

<b>FY 2009/2010 Encumbrances</b>			
<b>TASK</b>	<b>TASK DESCRIPTION</b>	<b>TOTAL</b>	<b>TASK MANAGER</b>
<b><u>Indirect</u></b>			
IAF09	Indirect General	85,250.00	W Stawarski
IAM09	Indirect Management Services	263,650.27	D Baker
<b><u>General – Council of Governments Support Program</u></b>			
50309000	Legislation	10,112.00	J Franco
80509000	Building Operations	9,325.00	D Baker
94209000	Financial Management	49,000.00	W Stawarski
<b><u>Major Project Delivery Program</u></b>			
81509000	Measure I Program Management	271,415.01	G Cohoe
81809000	Rt 71 Landscape Design/ Construction	42,315.70	G Cohoe
82009000	SR-210 Final Design	75,543.94	G Cohoe
82209000	SR-210 Right of Way Acquisition	77,273.97	G Cohoe
82409000	SR-210 Construction	3,249,693.17	G Cohoe
82509000	I-10 Corridor Project Development	2,913,599.55	G Cohoe
82609000	I-10 Citrus/I-10 Cherry IC	6,606,805.96	G Cohoe
83409000	I-215 Final Design	274,122.03	G Cohoe
83609000	I-215 Right of Way Acquisition	14,213,384.57	G Cohoe
83809000	I-215 Construction	16,415,794.17	G Cohoe
83909000	I-215 Bi-County HOV Gap Closure	919,484.50	G Cohoe
84009000	I-215 Barton Road Interchange	180,000.00	G Cohoe
84109000	I-10 Riverside Interchange	55,000.00	G Cohoe
84209000	I-10 Tippecanoe Interchange	16,251.04	G Cohoe
84309000	I-10 Live Oak Canyon	248,528.51	G Cohoe
84509000	I-215 Mt. Vernon/Washington Interchange	315,743.19	G Cohoe
85009000	Alternative Project Financing	922,264.64	G Cohoe
86009000	I-10 Lane Addition-Redlands	261,605.60	G Cohoe
86209000	I-10 Westbound Lane Addition - Yucaipa	176,814.93	G Cohoe
86909000	Glen Helen Parkway Grade Separation	550,877.15	G Cohoe
87009000	Hunts Lane Grade Separation	409.56	G Cohoe
87109000	State Street/University Parkway Grade Separation	345,246.55	G Cohoe

87209000	Ramona Ave Grade Separation	5,036,176.90	G Cohoe
87309000	Valley Blvd Grade Separation	553,511.25	G Cohoe
87409000	Palm Avenue Grade Separation	435,682.13	G Cohoe
87609000	Milliken Avenue Grade Separation	201,267.51	G Cohoe
87709000	Vineyard Avenue Grade Separation	271,654.91	G Cohoe
87809000	Archibald Avenue Grade Separation	279,397.50	G Cohoe
87909000	Colton Crossing BNSF/UPRR Grade Separation	12,653.67	G Cohoe
88009000	I-15/I-215 Devore Interchange	109,358.99	G Cohoe
<b><u>Air Quality &amp; Traveler Services Program</u></b>			
11109000	Freight Movement	2,933.97	T Schuiling
11209000	Regional Growth Forecast Development	12,328.03	T Schuiling
70209000	Call Box System	596.27	M Kirkhoff
70409000	Freeway Service Patrol	7,625.58	M Kirkhoff
70609000	Intelligent Transportation Systems	139,070.00	M Kirkhoff
<b><u>Transportation Planning &amp; Programming Program</u></b>			
40409000	Comprehensive Transportation Plan	98,126.70	T Schuiling
60909000	Agency Strategic Planning	133,441.48	T Schuiling
70109000	Valley Signal Coordination Program	2,109,080.90	T Schuiling
94109000	Mt/Desert Plan & Project Development	923,400.00	D Baker
<b><u>Transit &amp; Passenger Rail Program</u></b>			
31609000	Barstow-County Transit	420,000.00	M Alderman
31709000	Victor Valley Transit	18,477.97	M Alderman
31909000	Social Service Trans Plan	163,163.80	M Alderman
35209000	General Commuter Rail	22,002.64	M Alderman
37709000	Commuter Rail Operating Expenses	2,093,513.21	M Alderman
37909000	Commuter Rail Capital Expenses	20,766,099.00	M Alderman
38009000	Redlands Rail Extension	550,142.76	M Alderman
38109000	Gold Line Phase II	43,491.78	M Alderman
50109000	Fed Transit Act Programming	4,750.00	M Alderman
<b><u>Transportation Fund Administration Program</u></b>			
50209000	TDA Administration	47,450.05	M Alderman
50409000	Measure I Admin -Valley	2,400.00	W Stawarski
50509000	Measure I Admin - Mt/Desert General	1,138.00	D Baker
51309000	Measure I Valley E & D	147,483.00	M Alderman
		<b><u>\$83,155,929.01</u></b>	

## *Minute Action*

AGENDA ITEM: 5

**Date:** November 18, 2009

**Subject:** 2010 Board of Directors and Administrative Committee Meeting Schedule

**Recommendation:\*** Approve the 2010 Board of Directors and Administrative Committee Meeting schedules.

**Background:** The SANBAG Administrative Committee has established a regular meeting schedule on the second Wednesday of each month, beginning at 9:00 a.m., at the SANBAG offices. Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting date and time when the SANBAG Board meeting has been rescheduled due to conflicts with other meetings or holiday schedules. SANBAG staff, however, has been directed to make every effort to minimize deviation from the regular schedule to insure continuity of meetings and participation.

A proposed 2010 meeting schedule is identified below for approval. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SANBAG's standard procedure for meeting preparation. The proposed Board of Directors 2010 meeting schedule conforms to the Board adopted regular meeting date of the first Wednesday of each month. The proposed Administrative Committee 2010 meeting schedule conforms to the second Wednesday of each month, though there is one possible conflict that the Committee may wish to consider in March 2010 due to the National Association of Counties Legislative Conference. The proposed 2010 Board of Directors and Administrative Committee schedules are as follows:

\*

*Approved*  
*Administrative Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_



**Board of Directors**

January 6, 2010  
February 3, 2010  
March 3, 2010  
April 7, 2010  
May 5, 2010  
June 2, 2010 – *(Possible conflict with CSAC Legislative Conference)*  
July 7, 2010  
August 4, 2010  
September 1, 2010  
October 6, 2010  
November 3, 2010  
December 1, 2010

**Administrative Committee**

January 13, 2010  
February 10, 2010  
March 10, 2010 – *(Possible conflict with National Association of Counties  
Legislative Conference)*  
April 14, 2010  
May 12, 2010  
June 9, 2010  
July 14, 2010  
August 11, 2010  
September 8, 2010  
October 13, 2010  
November 10, 2010  
December 8, 2010

***Financial Impact:*** Approval of the regular meeting schedule has no impact upon the SANBAG budget. Activities to support the Administrative Committee meetings are in the approved SANBAG budget in Task No. 60110000, County Transportation Commission.

***Reviewed By:*** This item is scheduled for review by the Administrative Committee on November 18, 2009.

***Responsible Staff:*** Duane A. Baker, Director of Management Services

# January 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 New Year's Day	2
3	4	5	6 Board of Directors	7	8	9
10	11	12	13 Admin Committee	14 Major Projects	15 Mt/Desert	16
17	18 Martin Luther King	19	20 Plans and Programs League New Mayor/Council Members	21 Commuter Rail/Transit League New Mayor/Council Members	22 League New Mayor/Council Members	23
24	25	26	27	28	29	30
31						

# February 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6
7	8	9	10 Admin. Comm.	11 Major Projects	12	13
14	15 President's Day	16	17 Plans and Programs	18	19 Mt/Desert	20
21	22	23	24	25	26	27
28						

# March 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6 NACO Legis. Conf.
7 NACO Legis. Conf.	8 NACO Legis. Conf.	9 NACO Legis. Conf.	10 Admin. Comm. NACO Legis. Conf.	11 Major Projects	12	13
14	15	16	17 Plans and Programs	18 Commuter Rail/Transit City/County Conference	19 Mt/Desert City/County Conference	20
21	22	23	24	25	26	27
28	29	30	31			

# April 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board of Directors	8	9	10
11	12	13	14 Admin. Comm.	15 Major Projects	16 Mt/Desert	17
18	19	20	21 Plans and Programs	22	23	24
			League Legislative Action Days	League Legislative Action Days	League Legislative Action Days	
25	26	27	28	29	30	

# May 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5 Board of Directors	6	7	8
9	10	11	12 Admin.	13 Major Projects	14	15
16	17	18	19 Plans and Programs	20 Commuter Rail/Transit	21 Mt/Desert	22
23	24	25	26	27	28	29
30	31					

# June 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 Board of Directors	3	4	5
			CSAC Legislative Conf.	CSAC Legislative Conf.		
6	7	8	9 Admin. Comm.	10 Major Projects	11	12
13	14	15	16 Plans and Programs	17	18 Mt/Desert Comm.	19
20	21	22	23	24	25	26
27	28	29	30			

# July 2010

July 2010						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board of Directors	8	9	10
11	12	13	14 Admin. Comm.	15 Major Projects	16 Mt/Desert	17
18	19	20	21 Plans and Programs	22 Commuter Rail/Transit	NACO Annual Conf.	NACO Annual Conf.
NACO Annual Conf.	NACO Annual Conf.	NACO Annual Conf.			23	24
25	26	27	28	29	30	31



# August 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 Board of Directors	5	6	7
8	9	10	11 Admin.	12 Major Projects	13	14
15	16	17	18 Plans and Programs	19	20 Mt/Desert	21
22	23	24	25	26	27	28
29	30	31				

# September 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board of Directors	2	3	4
5	6 Labor Day	7	8 Admin. Comm.	9 Major Projects	10	11
12	13	14	15 Plans and Programs League Annual Conf.	16 Commuter Rail/Transit League Annual Conf.	17 Mt/Desert League Annual Conf.	18
19	20	21	22	23	24	25
26	27	28	29	30		

# October 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6 Board of Directors	7	8	9
10	11	12	13 Admin. Comm.	14 Major Projects	15 Mt/Desert	16
17	18	19	20 Plans and Programs	21	22	23
24	25	26	27	28	29	30
31						

# November 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6
7	8	9	10 Admin. Comm.	11 Major Projects VETERAN'S DAY	12	13
14	15	16	17 Plans and Programs	18 Commuter Rail	19 Mt/Desert	20
		CSAC Annual Conf.	CSAC Annual Conf.	CSAC Annual Conf.	CSAC Annual Conf.	
21	22	23	24	25 THANKSGIVING	26 THANKSGIVING	27
28	29	30				

December 2010						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board of Directors	2	3	4
5	6	7	8 Admin. Comm.	9 Major Projects	10	11
12	13	14	15 Plans and Programs	16	17 Mt/Desert	18
19	20	21	22	23 HOLIDAY	24 HOLIDAY	25
26	27	28	29	30 HOLIDAY	31 HOLIDAY	

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 6

**Date:** November 18, 2009

**Subject:** 2010 State and Federal Legislative Program

**Recommendation:**\* Approve the 2010 State and Federal Legislative Program

**Background:** The purpose of this item is to present the SANBAG state and federal legislative program to the Board for its annual review of legislative priorities. SANBAG staff recommends a number of minor edits to the legislative program which preserves the flexibility and overall priority issues SANBAG has typically supported and opposed.

The state and federal legislative programs also provide a foundation for SANBAG's advocacy plan. While the state and federal legislative programs are fairly similar regarding general policy initiatives, there are a few distinct differences in relation to funding and the reliance on formula funds from the state and a combination of formula and discretionary funds from the federal government.

### *SANBAG's State Legislative Program*

SANBAG's state legislative program is focused on protecting and increasing funding for transportation, familiarizing Sacramento on priority projects of regional importance, being a strong voice for community issues and leading

*Approved*  
*Administrative Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

policy-driven discussions. Please see (Attachment #1) for a full description of SANBAG's State Legislative Program.

***SANBAG's Federal Legislative Program***

SANBAG's federal legislative program provides Board direction to work with our Congressional delegation and federal leaders to protect and enhance current funding levels for transportation programs, protect and enhance flexibility in use of transportation revenue and reduce or eliminate costly and duplicative administrative and regulatory requirements. Please see (Attachment #2) for a full description of SANBAG's federal legislative program.

***Financial Impact:*** Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50309000.

***Reviewed By:*** This item is scheduled for review by the Administrative Committee on November 18, 2008.

***Responsible Staff:*** Jennifer Franco, Director of Intergovernmental and Legislative Affairs

# THE 2010 STATE LEGISLATIVE PROGRAM

Intergovernmental & Legislative Affairs

November 2009

## State Legislative Program

During 2009, the nation faced its most serious economic challenge since the 1930's and the State faced an unprecedented financial crisis. The impact of this widespread economic downturn resulted in double-digit unemployment, lower than projected tax receipts for local governments and an overwhelming dependence on local transportation sales tax measures, also known as "self-help" measures, to backfill state funding obligations for transportation infrastructure.

State funding for transportation infrastructure was well supported by the State Legislature, as demonstrated by the 2009-10 adopted State Budget that provides roughly the same spending authority as in the prior year. Yet, even as spending remains relatively constant, with the exception of transit, there is a need to protect existing transportation funding streams, to prevent the diversion of local transportation and transit funds, to seek funding to implement SB 375, and to advocate for funding flexibility.

The demands on our aging transportation network are great, and pressure exists to better inter-link various transportation modes while working towards air quality attainment and reducing greenhouse gas emissions. While the use of local transportation taxes, bonding and federal stimulus funds have offset State funding shortfalls, alternative procurement methods and continued state commitments on the maintenance of effort for past funding guarantees are vitally important to keep projects on schedule and people working.

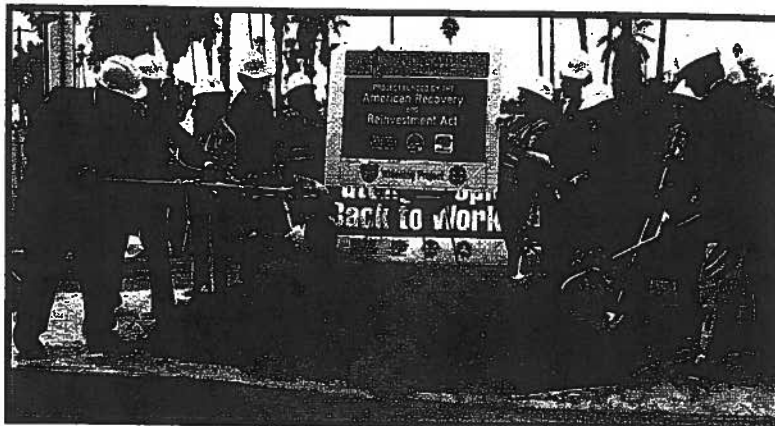
SANBAG's 2010 State Legislative Program establishes legislative priorities, increased advocacy efforts and a reaffirmation of issues supported/opposed in past years.

## Overall Objectives

1. Work on Targeted Legislative Issues
2. Increase Advocacy Efforts
3. Promote Support of Legislative Program

## Transportation Investments

=  
**JOBS!**



*Ceremonial Groundbreaking for the I-215 Widening Project, Sept. 2009*

## 1. SANBAG's Targeted Legislative Issues

- A. Protect transportation-related funds from budget cuts or budgetary funding deferrals.
- B. Amend Proposition 1B timelines to coincide with the State's bonding ability.
- C. Encourage regional flexibility on SB 375 implementation.
- D. Support alternative funding strategies and project delivery methods.

## 2. Our Advocacy Efforts Include You!

- A. Increase SANBAG's overall presence in the legislative process.
- B. Utilize existing relationships to promote SANBAG's deliverability goals.
- C. Coordinate efforts with local jurisdiction advocates to promote shared priorities with the Legislature.
- D. Ask that new policies sync with existing programmatic processes.

## 3. Regional Commitment to the Legislative Program

- A. Support advocacy strategies with shared goals.
- B. Protect transportation funding levels.
- C. Optimize transportation revenues and funding resources.
- D. Maximize funding flexibility.
- E. Reduce administrative and regulatory processes.

— See detailed Legislative Program on following pages —

## SANBAG's Mission Statement

*SANBAG's mission is to enhance the quality of life for all residents in San Bernardino County by improving cooperative regional planning, developing an accessible, efficient, multi-modal transportation system, strengthening economic development efforts and exerting leadership in creative problem solving.*

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410 (909) 884-8276



# **SANBAG's 2010 State Legislative Program**

## ***1. Support advocacy strategies with shared goals***

- a. Influence decision makers to enact policies and supply funds supporting and advancing transportation needs in San Bernardino County.
- b. Continue to seek money for the maintenance and preservation of existing roads, highways, bridges and transit.
- c. Continue to support legislation that aims to reduce congestion and freight impacts to San Bernardino County.
- d. Increase efforts to advocate for issues relating to housing, water and economic development as directed by the SANBAG Board of Directors.

## ***2. Protect current transportation funding levels***

- a. Protect existing highway and transit funds, including Proposition 42, Traffic Congestion Relief Program, Public Transportation Account and Transportation Development Act, against suspension, transfer or expenditure for non-transportation uses or for purposes other than those specified in law.
- b. Maximize funding strategies to minimize the expected impact of the State budget deficit on transportation funding.
- c. Support State budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program (STIP) and the Measure I Strategic Plan.
- d. Support the protection of the statutory 1.5 percent of revenue cap on administrative fees levied by the Board of Equalization (BOE) for the collection and administration of county transportation sales tax measures.
- e. Support full funding of the regional programming process to provide for regional determination and programming for the use of all current funding sources and to provide flexibility for all current and future STIP programs.
- f. Support State policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
- g. Continue to support the protection of AB 2766 vehicle license fee funding in the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD), to the cities and the Mobile Source Air Pollution Reduction; Review Committee (MSRC); support MSRC's independence as a committee.
- h. Support legislation or the development of administrative policies to permit a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
- i. Support legislation that will incentivize counties without a self-assessed tax measure for transportation to become a "self-help" county and allow the State to prioritize projects that are funded through local sales tax measures.
- j. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided to Amtrak, Metrolink or other operators) funding for Southern California and San Bernardino County.
- k. Support legislation that ensures equity of benefit from the investment of State passenger rail funds to all passenger rail lines including commuter rail systems.
- l. Oppose legislation that would reduce SANBAG's share of Congestion Mitigation and Air Quality (CMAQ) funds, the direct allocation of such funds, or the flexibility to use such funds. Oppose any attempt to change the weighting factors assigned to nonattainment areas.
- m. Oppose any proposal that could reduce San Bernardino County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative sources.

### **3. Optimize transportation revenues and funding resources**

- a. Support the Southern California Consensus Group, a coalition of transportation stakeholders, that supports project delivery using a regional corridor system plan and corridor share approach to ensure the fair distribution of funding, promote local contributions to projects and address community quality of life concerns throughout the Southern California region.
- b. Support or seek legislation and administrative financing/programming policies and procedures to assure an identified source of funding and an equitable distribution of the funding for bus and rail services in California.
- c. Support legislation to assure that dedicated State intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
- d. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account, for local streets and road maintenance and repairs.
- e. Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, demand management and air quality programs which relieve congestion, improve air quality and enhance economic development.
- f. Support legislation creating the Passenger Rail Improvement, Safety and Modernization (PRISM) program so long as funding comes from new sources of revenue.
- g. Support current local program funding and flexibility of mobility projects, such as Freeway Service Patrol (FSP), ride-sharing and call boxes.
- h. Support analysis and consensus building efforts for potential new funding strategies for transportation.
- i. Support efforts to use public-private partnerships beyond 2017.
- j. Support efforts to increase revenue sources for transportation to ensure that the State Transportation Improvement Program (STIP) can be supported. Any increased funding levels should include a prohibition against the diversion of collected funds for any purpose other than to fund the transportation program.

### **4. Maximize funding flexibility**

- a. Request a fair share for San Bernardino County of any State discretionary funding made available for transportation grants or programs.
- b. Support legislative and/or administrative efforts to improve flexibility and use GARVEE bonds, funding such as "AB 3090 financing," and/or other available financing mechanisms to ensure that SANBAG is able to fully leverage State and federal transportation funds during the State's current fiscal crisis.
- c. Support legislation to enable county transportation commissions to utilize design-build and design-sequencing for the design and construction of transportation capital improvements to maximize funding and ensure greater efficiency and effectiveness for project delivery.
- d. Increase state flexibility to implement performance-based infrastructure projects and public-private partnerships (P3), including innovative finance programs.
- e. Support legislation to ensure that funding for transit operations is commensurate with existing and new demands placed on public transit by air quality, greenhouse gas emissions and congestion management programs, CalWORKS (welfare to work reform), the Americans with Disabilities Act, including the use of social service funding sources.
- f. Support income tax benefits or incentives that encourage use of alternative fuel vehicles and alternative modes of transportation without reducing existing transportation funding levels. Monitor and, where appropriate, support studies of market-based pricing measure to relieve traffic congestion, improve air quality and/or fund transportation alternatives.

*Maximize funding flexibility, cont.*

- g. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
- h. Protect funding from the State Transportation Assistance (STA) Fund and Local Transportation Funds (LTF).
- i. Work with the State administration to develop a formal State-level coordination effort with various social service programs to identify transportation needs and funding opportunities for the provision of social service transportation.
- j. Support legislative studies to consider alternative funding for transportation.

*5. Reduce administrative and regulatory processes*

- a. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- b. Support efforts to simplify and improve the local administration of Transportation Development Act Funds.
- c. Support efforts to improve safety on the region's commuter rail system.
- d. Monitor implementation of AB 32 and SB 375 amendments.
- e. Support expanded authority for use of innovative procurement and delivery mechanisms, such as design-build for highways, regional projects and transit.

# THE 2010 FEDERAL LEGISLATIVE PROGRAM

Intergovernmental &amp; Legislative Affairs

November 2009

## Federal Legislative Program

During 2009 the Federal affairs team focused on three legislative priorities: the implementation of the American Recovery and Reinvestment Act (ARRA), preparations for the multi-year surface transportation bill, and continued advocacy for SANBAG projects in the Fiscal Year (FY) 2010 appropriations process.

One of the year's highlights was that ARRA provided \$48.1 billion for transportation infrastructure projects and \$27.1 billion for highways. In particular, \$128 million was provided for the I-215 widening project, which was cited publicly by Secretary of Transportation Ray LaHood as a project which would create jobs, ease congestion, and improve freight mobility. Administrator Victor Mendez of the Federal Highway Administration attended the ground-breaking ceremony in September. In addition, SANBAG worked with Southern California stakeholders in submitting an application for funding under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

SANBAG also made preparations for the multi-year surface transportation bill, known as "SAFETEA-LU." However, the legislation has faced a protracted stalemate as Members of Congress consider a potential funding mechanism. Work also continues on the FY 2010 appropriations bill.

SANBAG's 2010 Federal Legislative Program establishes legislative priorities, increased advocacy efforts and a reaffirmation of issues supported/opposed in past years.

## Overall Objectives

1. Work on targeted Congressional Issues
2. Increase Advocacy Efforts
3. Promote Support of Legislative Program

## Transportation Investments

=  
**JOBS!**



*Ceremonial Groundbreaking, I-215 Project, Sept. 2009*

## 1. SANBAG's Targeted Congressional Issues

- A. Pursue funding for SANBAG transportation projects in the Fiscal Year 2011 transportation appropriations bill.
- B. Pursue funding for SANBAG transportation projects while also advocating for priorities in the multi-year surface transportation reauthorization bill.
- C. Monitor/advocate for transportation funding in proposed cap-and-trade bills.
- D. Monitor Developments related to the proposed Livability Initiative.

## 2. Our Advocacy = Partnership

- A. Increase SANBAG's overall presence in the Congressional process.
- B. Utilize existing relationships to promote SANBAG's deliverability goals.
- C. Coordinate efforts with local jurisdiction advocates to promote shared priorities with our Congressional delegation.
- D. Promote a stronger role in the investment for transportation infrastructure.

## 3. Regional Commitment to the Legislative Program

- A. Support advocacy strategies with shared goals.
  - B. Protect and optimize current funding levels for transportation
  - C. Protect and enhance funding flexibility
  - D. Create a dedicated fund for Goods Movement Projects
  - E. Reduce duplicative administrative and regulatory processes.
- See detailed Legislative Program on following pages —

## SANBAG's Mission Statement

SANBAG's mission is to enhance the quality of life for all residents in San Bernardino County by improving cooperative regional planning, developing an accessible, efficient, multi-modal transportation system, strengthening economic development efforts and exerting leadership in creative problem solving.

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# **SANBAG's 2010 Federal Legislative Program**

## ***1. Support advocacy strategies with shared goals***

- a. Provide information to demonstrate the need for an increased federal role for funding transportation infrastructure projects in San Bernardino County.
- b. FY 2011 Transportation Appropriations: SANBAG will continue advocating for existing federalized projects and projects that will improve freight movement throughput, mobility, and safety in the region.
- c. Transportation Reauthorization: SANBAG will strengthen its regional approach by working with advocates from local jurisdictions to seek similar priorities, where applicable.
- d. Increase efforts to advocate for issues relating to housing, water and economic development, as directed by the SANBAG Board of Directors.

## ***2. Protect and optimize current funding levels for transportation***

- a. Seek a more equitable appropriation of highway trust funds for donor states, which includes California, as well as a fair share for San Bernardino County of any federal funding made available for transportation programs and projects.
- b. Support efforts to correct disproportionate share of funding for the Federal Transit and Highway program via the highway trust fund.
- c. Seek legislation to correct the reduction to the Federal Highway Trust Fund (HTF) due to the Federal subsidy of ethanol-based fuels, as well as, to compensate California's reduced HTF apportionment level due to the implementation of ethanol-blended fuel in 2003.
- d. Support continued federal commitment of funds to support public transit, to assure that California and the western states receive a fair share of the AMTRAK funding resources as compared to the North East Corridor.
- e. Seek funding for airport ground access and other airport development needs in San Bernardino County.
- f. Seek continued funding to implement and maximize the efficient use of the transportation network, as well as federal funding to provide for enhance homeland security/emergency operations services as an additional component of the Transportation Management Center's functionality.
- g. Support the Southern California Consensus Group, a coalition of transportation stakeholders, that supports project delivery using a regional corridor system plan and corridor share approach to ensure the fair distribution of funding, promote local contributions to projects and address community quality of life concerns throughout the Southern California region. This is a comprehensive list of the Southern California stakeholders: San Bernardino Associated Governments, Riverside County Transportation Commission, Los Angeles county Metropolitan Transportation Authority, Orange County Transportation Authority, Ventura County Transportation Commission, Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority, Southern California Regional Rail Authority, the Ports of Los Angeles/Long Beach/Hueneme, South Coast Air Quality Management District and Southern California Associated Governments.
- h. Support analysis and consensus building efforts for potential new funding strategies for transportation.
- i. Support legislative efforts to increase revenue sources for transportation to ensure that federal Highway Trust Fund revenues will not continue falling relative to total miles driven. Any increased funding revenues should include a prohibition against the diversion of funds collected for transportation purposes to general fund purposes.

### ***3. Protect and enhance funding flexibility***

- a. Support legislation that will modify federal project development requirements for transit projects to make them more consistent with the process employed for highway projects.
- b. Support legislation to exempt commuter rail services operating within existing railroad right-of-way from federal new start and alternative analysis requirements in order to utilize federal funding.
- c. Support efforts to pursue funds to facilitate timely conversion of public sector fleets to alternative fuels to meet federal fleet conversion mandates.
- d. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of alternate modes of transportation.
- e. Seek funding for Alameda Corridor East improvement projects, which includes the Freight Corridor generally described as the Union Pacific Railway and the Burlington Northern Santa Fe Railway Mainline tracks from East Los Angeles (terminus of the Alameda Corridor) through Los Angeles, Orange, Riverside, and San Bernardino Counties. Support increased federal funding opportunities for San Bernardino and Riverside Counties to access these funding sources. Seek continued federal funding of Maritime Administration studies focusing on an "Inland Rail Port" in San Bernardino County and Riverside County.
- f. Support legislation that ensures coordination of transportation and social service agency funding (i.e. Departments of Aging, Rehabilitation, and Welfare).
- g. Support legislative or administrative policies that promote a "regional" approach to airport development and usage of Southern California Logistics, San Bernardino International, and Ontario International airports.

### ***4. Create a dedicated fund for goods movement projects***

- a. Support the Coalition for America's Gateways and Trade Corridors (CAGTC) proposed creation of a Federal Freight Trust Fund (FTF) to facilitate implementation of a new strategic freight mobility program.
- b. Seek specialized funding for goods movement projects of international and national significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets, including the ability to levy locally administered fees to mitigate the costs resulting from the impact of goods movement on local transportation infrastructure, i.e. a state and/or regional container fee.
- c. Ensure that revenues generated by any fee that is levied on freight through the ports should be specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of cargo from the ports, and a clear causal relationship should exist between the freight system on which fees are levied and the impacts to be mitigated.
- d. Ensure that fees collected on port freight be held in a dedicated fund controlled within the region and administered by a geographically representative Board. Subject to project readiness, allocation of project funding should be based on a phasing plan developed as part of the system wide regional freight movement plan referenced above. The phasing plan should specify a timeline in which fees will be collected and continuously appropriated to projects in the regional plan. The fees should sunset once specified regional freight plan objectives are achieved, and be sufficiently firewalled in order to prohibit diversions by the State or any other entity for another purpose.
- e. Support a national/regional freight movement plan with clearly defined ports, near-ports, and inland improvement needs to provide for timely, reliable freight transport, timely implementation of freight-related strategies needed for attainment of federal health-based air quality standards, and mitigation or avoidance of freight-related impacts to communities.

Create a Dedicated Fund for Goods Movement Projects, cont.

- f. Ensure that federal goods movement legislation considers and underscores federal responsibilities for both facilitation of interstate commerce, and regulation of interstate commerce in ways consistent with attainment of federal air quality standards and the intent of the National Environmental Policy Act.
- g. Ensure that federal goods movement legislation imposes no unfunded mandates for administration or oversight regarding new revenue mechanisms.

**5. Reduce duplicative administrative and regulatory requirements**

- a. Support legislation and/or administrative reforms that result in cost and time savings to environmental clearance processes for transportation construction projects.
- b. Work with the Administration and the San Bernardino Congressional delegation to reach an equitable resolution to the Federal Highway Administration (FHWA) retroactive interpretation of Americans with Disabilities Act (ADA) compliance guidelines that would require the use of alternative or restricted funding for costly curb-ramp upgrades within the boundaries of all federally-aided projects. Specifically, seek an exemption for Congestion Mitigation and Air Quality (CMAQ) projects that do not necessitate ground alteration or disturbance, including wireless technology and traffic synchronization.
- c. Oppose legislative changes to alter the formula by which Congestion Management and Air Quality (CMAQ) funds are allocated to states. More specifically, oppose attempts to change the weighting factors assigned to nonattainment areas for the purpose of determining each state's share of CMAQ funds, as well as to assure that the funding continues to be allocated directly to the transportation commission and that the use of this funding program remain flexible and at the discretion of the county transportation commission.
- d. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.
- e. Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- f. Seek federal authorization allowing states, where appropriate to pursue options to privatize various aspects of transportation to increase the efficiencies and effectiveness of their available resources through private sector participation.
- g. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- h. Continue to streamline federal reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

— SANBAG Federal Legislative Program, Page 4 —

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 7

**Date:** November 18, 2009

**Subject:** Fiscal Year 2011 Federal Appropriations Process and Project Nominations

**Recommendation:** \* Approve the federal appropriations project nominations as listed in Attachment #1.

**Background:** Each year, SANBAG adopts projects to present to our Congressional delegation for inclusion in the transportation appropriations bill, specifically known as the Transportation Housing and Urban Development (THUD) bill. This item recommends projects for adoption by the Board and establishes regional project priorities for SANBAG's D.C. Advocacy strategy.

### *Evaluation of the Appropriations Process*

SANBAG is guided by its board approved legislative program to seek legislative remedies for transportation policies and for the funding of transportation infrastructure projects. Additionally, SANBAG annually adopts a list of specific projects to advocate for as a part of the federal appropriations process. Since the passage of SAFETEA-LU, SANBAG staff – along with the assistance of Van Scoyoc Associates, SANBAG's federal advocates – has tracked a trend whereby earmarks for discretionary funding provided by the annual appropriations process continue to be extremely competitive.

- FY 2007: Congress did not complete a transportation appropriations bill, choosing to fund programs through a year-long Continuing Resolution. In the

Approved  
Administrative Committee

Date: \_\_\_\_\_

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: \_\_\_\_\_



absence of legislation, discretionary spending was left to the Department of Transportation.

- FY 2008: SANBAG received over \$4 million in earmarked funds in the transportation appropriations bill. This was in addition to the FY 2008 funding provided by SAFETEA-LU, the current surface transportation bill.
- FY 2009: The entire SANBAG region received over \$6.6 million for projects in addition to funding allocations authorized by SAFETEA-LU.
- FY 2010: THUD bill still in conference committee awaiting passage.

SANBAG's Congressional delegation includes Senator Feinstein, Senator Boxer, Congressman Baca, Congressman Dreier, Congressman Lewis, Congressman McKeon and Congressman Miller. For the FY 2010 appropriations bill, most of our Congressional delegates supported one to three of this region's requests for discretionary funds.

#### ***Current Political Factors Affecting the Appropriations Process***

Transportation as a key funding and policy issue continues to be a low Congressional priority, as evidenced by the following:

- Transportation as a federal priority continues to fall below other legislative priorities in Congress.
- When earmarks are provided in a given THUD appropriations bill, the number and the amount of such earmarks continues to shrink.
- The Highway Trust Fund continues to fall short of funding needs as mandated by SAFETEA-LU; the fund is nearly bankrupt.
- SAFETEA-LU expired on September 30, 2009 with little Congressional action to adopt a new authorization bill; a continuing resolution (CR) extends government programs and funding through December 18, 2009, with rumors of either a six or 18 month extension to follow.

#### ***SANBAG's Recommendations for FY2011 Appropriations***

Due to the state of the Highway Trust Fund, SANBAG recommends the Board to advocate for a permanent solution to keep the fund solvent.

Staff also recommends that SANBAG continues partnering with Metrolink to seek funds for Positive Train Control, with a mandated completion date in 2012.

Additionally, SANBAG recommends the Board to continue advocating for the same projects submitted to Congress last year for discretionary funds to illustrate a continued need for these earmarks. The recommended regional priority projects also include four new projects; these projects were selected based on the Board approved Nexus Study and Measure I expenditure plan to fund projects nearest construction first and based on the likelihood of leveraging other funding sources.

The projects listed below, reflect the Board's previous direction to address delay and congestion relief along major highway corridors – those corridors being SR-60, I-10, I-15 and I-215 – and receive additional specialized funds for other projects of regional benefit where potential federal monies could help advance a project to the next phase. These projects are also consistent with SANBAG's Nexus Study for listed interchange projects.

#### FY2011 Federal Appropriations – Staff Recommendation

Congressional District	Project	Amount Requested
Baca	I-10 Corridor: Cherry/Citrus Improvement Project	\$3 million
Baca	San Bernardino Rapid Bus Transit Project: sbX	\$4 million
Baca	Metrolink 1 <sup>st</sup> Mile Extension	\$2 million
Baca/Lewis	I-215 Corridor South: Bi-County Project*	\$4 million
Dreier	I-15 Corridor: Devore Interchange Improvements	\$5 million
Dreier	I-15 Corridor: Base Line Interchange	\$1.5 million
Lewis	Needles Highway	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$3 million
Lewis	Victor Valley Corridor to Yucca Loma Bridge	\$2 million
McKeon	I-15 Corridor: La Mesa-Nisqualli Interchange*	\$5 million
McKeon	High Desert Corridor/I-15 Interchange	\$5 million
Miller	SR-60: Central Avenue Interchange Improvements	\$6 million

\*Based on current estimates, project is fully or nearly fully funded; appropriation may not be needed.

Please recognize that when this list of projects is submitted to Congress, SANBAG officials will be asked by our delegation offices to rank them in terms of priority importance. The list of recommended projects is currently listed in priority order by Congressional district. Senators Feinstein and Boxer, will only

receive three project requests maximum; staff recommends submitting I-215/I-15 Devore Interchange, I-10: Cherry/Citrus Interchange, and the High Desert Corridor/I-15 Interchange. For draft project descriptions, please refer to Attachment #2.

During the Board's review of the recommended projects for nomination in the THUD bill, it is important to note that the annual appropriations process is extremely competitive and that projects submitted to Congress for federal appropriation are typically smaller requests than projects submitted for the multi-year transportation authorization bill.

### **Support of Other Local Projects**

During the appropriations season, SANBAG typically receives requests from member jurisdictions to support projects other than those adopted by the SANBAG board. As project nominations are submitted to Congress for inclusion in the FY 2011 THUD bill, Congressional delegates may require that SANBAG verify if a project is listed in the Federal State Transportation Improvement Program and Regional Transportation Plan. If requested, SANBAG's process to provide letters on behalf of member jurisdictions will: (1) be provided for projects that are described in the federally adopted regional transportation plan; and (2) identify if a project is a SANBAG regional priority project or if it is a project of local need.

### **Additional Notes about the Appropriations Process**

The annual federal appropriations process is undertaken each year by Congress and typically begins in late-January when Congressional delegations begin to accept projects to consider for inclusion in an appropriations bill. The appropriations process is directly linked to discretionary spending as it pertains to congressional budget authority subject to annual funding decisions.

The federal fiscal year (FY) begins each October 1<sup>st</sup> and ends each September 30<sup>th</sup> and so the appropriations bill is advocated for one year in advance. For example, in 2010, SANBAG will begin advocating for discretionary spending requests to be included in the Fiscal Year 2011 THUD bill.

In reviewing the appropriations process, it is important to understand the difference between the terms “authorization” and “appropriation.” An authorization establishes continues or modifies a program or grant authority for a given program to do something; similar to approving money to go into a federal checking account for a specific program. An appropriation, however, is specific budget authority for the program or agency to withdraw a specific amount of funds from the federal Treasury to do what is authorized to do; similar to “writing a check” on the federal checking account. More specifically, and this process pertains to transportation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which is a federal transportation authorization bill, directs spending that is appropriated on an annual basis. The annual appropriations process “writes the check” for projects and funding levels authorized by SAFETEA-LU and may also appropriate additional discretionary funds.

***Financial Impact:*** Funding for SANBAG’s legislative program is consistent with the adopted SANBAG Budget Task No. 50310000. While there is no budgetary impact of this item, the results of SANBAG’s project prioritization and advocacy is intended to generate millions of additional transportation funds for the county’s regional priority projects.

***Reviewed By:*** This item is scheduled for review by the Major Projects Committee on November 12, 2009, the Administrative Committee on November 18, 2009; and by the Mountain/Desert Committee on November 20, 2009.

***Responsible Staff:*** Jennifer Franco, Director of Intergovernmental and Legislative Affairs

# ATTACHMENT #1

## SANBAG STAFF RECOMMENDATION FOR FEDERAL APPROPRIATIONS

### FY 2011 Federal Appropriations Cycle

During recent SANBAG Board meetings, Board members have stressed the importance of advocating for federal funds in a systematic approach, particularly in cases where federal funds might be used to leverage state funds, such as Proposition 1B and Measure I monies. The federal appropriations process is just one opportunity to seek funds from the federal government and, typically, Congressional members would like the money to be expended during the year funds are allocated. Mindful of the Board's direction, and in preparation for the next appropriations cycle for federal Fiscal Year (FY) 2011, the following projects are recommended for inclusion in SANBAG's Federal Advocacy Plan:

### FY 2011 Federal Appropriations – SANBAG Staff Recommendation

Congressional District	Project	Amount Requested
Baca (#2 request with Feinstein/Boxer)	I-10 Corridor: Cherry/Citrus Improvement Project	\$3 million
Baca	San Bernardino Rapid Bus Project: sbX	\$4 million
Baca	MetroLink 1 <sup>st</sup> Mile Extension Program	\$2 million
Baca/Lewis	I-215 Corridor South: Bi-County Project*	\$4 million
Dreier (#1 Request with Feinstein/Boxer)	I-15 Corridor: Devore Interchange Improvements	\$5 million
Dreier	I-15 Corridor: Base Line Interchange	\$1.5 million
Lewis	Needles Highway (Public Lands Funds)	\$5 million
Lewis	I-15 Corridor: Ranchero Rd. Interchange	\$3 million
Lewis	Victor Valley Corridor to Yucca Loma Bridge	\$2 million
McKeon	I-15 Corridor: La Mesa-Nisqualli Interchange*	\$5 million
McKeon (#3 request with Feinstein/Boxer)	High Desert Corridor/I-15 Interchange Project	\$5 million
Miller	SR-60 Central Ave. Interchange Improvements	\$6 million

\*Based on current estimates, project is fully funded or nearly fully funded; appropriation might not be needed.

Note: This list is organized in priority order for each House member; House members are listed alphabetically.

## ATTACHMENT #2 – Draft Project Descriptions

- ***I-10 Corridor: Cherry/Citrus Improvement Project***  
**\$3 million (Baca)**

**DRAFT**

### Request

SANBAG is seeking \$3 million to fund right-of-way activities for the reconstruction of the Interstate 10 (I-10) interchanges at Cherry and Citrus Avenue.

### Project Description

The I-10 Corridor serves as a link for goods movement to/from the Ports of Los Angeles and Long Beach to/from destinations outside of California. These interchanges along I-10 have been paired due to their joint-significance with regards to providing access to nearby logistics centers. Improving these interchanges at the same time will provide for overall cost savings because the interchanges are associated with an auxiliary lane between the Cherry and Citrus offramps to facilitate freight and commuter traffic relief. More specifically, I-10 Cherry/Citrus interchange improvements will:

- Replace existing 5-lane Cherry Avenue bridge over I-10 with an 8-lane bridge;
- Replace existing 4-lane Citrus Avenue bridge with 7-lane bridge; &
- Improve Cherry/Slover Intersection and Cherry/Valley Intersection.

### Project History

I-10 Cherry/Citrus is a Proposition 1B project and, per agreements with the State, must start construction by 2013 or risk losing state matching funds.

### Project Status

Final Design (Plans, Specifications, and Estimates (PS&E) started in May 2008 “at risk” and is ongoing. Final design started prior to environmental approval is considered at risk. SANBAG is the lead agency for PS&E. Environmental phase (Project Approval/Environmental Document (PA/ED) is also ongoing concurrently with final design. The PA/ED was performed and completed by the city of Fontana in December 2008. PA/ED was performed and completed by the County of San Bernardino in February 2009. SANBAG has initiated the final design consultant contract and has obtained preliminary bridge and overhead construction obtained type selection approval by Caltrans.

### Budgetary Estimate Summary (in \$000's)

Study Report	Fontana/Caltrans
Project Report	Fontana/County/Caltrans
Project Phase	PA/ED with concurrent Final Design
Construction Start Date	Citrus: April 2011 Cherry: August 2011
Number of potential jobs	100
Project Cost	Citrus: \$55 million Cherry: \$76 million
Est. Total Project Cost:	\$131 million (in 2010 dollars)
Est. Unmet Funding Need:	\$ 61 million

### Funding Summary (in \$000's)

#### I-10 / Cherry Ave Funding Summary

State – STIP	\$ 3,908
State – TCIF	\$30,773
County	\$ 3,726
Measure I	\$ 2,096
Unidentified Funding Sources	\$36,368
Est. Total:	\$76,871

#### I-10 / Citrus Ave Funding Summary

State – STIP	\$ 3,238
State – TCIF	\$23,601
City	\$ 1,980
County	\$ 20
Unidentified Funding Sources	\$25,618
Est. Total:	\$54,457

## ATTACHMENT #2 – Draft Project Descriptions

- **San Bernardino Rapid Bus Transit Project: sbX**  
**\$4 million (Baca)**

**DRAFT**

### Request

SANBAG is seeking \$4 million to fund a dedicated bus lane along E Street (City of San Bernardino), which is the first phase of the sbX Corridor.

### Project Description

The San Bernardino Valley Express (sbX) will operate along “E” Street, which serves as a corridor between California State University San Bernardino and Loma Linda University Medical Center. BRT offers a new high-tech, user-friendly system that will provide more frequent service, fewer stops, and higher average speeds than traditional bus service.

### Project History

In December 2005, a Major Investment Study was completed which resulted with Omnitrans, the City of San Bernardino, and the San Bernardino Associated Governments (SANBAG), adopting and approving the Locally Preferred Alternative (LPA). The LPA is the proposed alignment selected by several stakeholders and the general public whom were all involved in the two year process of selecting the LPA.

### Project Status

This is a small start project that is authorized for funding under the current transportation authorization act, called SAFETEA-LU. The adopted alignment is 16 miles long, and the daily ridership is estimated at 14,000, compared to fewer than 4,000 daily passenger boardings today. This project is being jointly advocated by SANBAG, the City of San Bernardino and Omnitrans.

### Funding Summary (\$ millions)

<b>Federal:</b>	
Section 5309 Small Starts	\$75.00
FHWA Flexible Funds (CMAQ)	\$16.15
Section 5307 Bus Discretionary	\$7.35
STIP Funds*	\$5.00
VA Hospital Land Donation	\$3.00
<b>State:</b>	
Proposition 1B Funds	\$8.00
Transit Assistance Fund	\$7.94
<b>Local:</b>	
San Bernardino County Measure 1	\$5.56
City of San Bernardino, Loma Linda	
University, California State	\$12.90
University	\$13.50
Local Transportation Fund	
<b>Private Sector:</b>	
Developer Contributions	\$4.00
Street Improvements	\$5.00

Est. Total Project Cost: \$192 million\*

Est. Unmet Funding Need: \$ 29 million

\*Est. total project cost and funding summary will be updated in January)

## ATTACHMENT #2 – Draft Project Descriptions

- ***Metrolink 1<sup>st</sup> Mile Extension Program***  
***\$2 million (Baca)***

***DRAFT***

### Request

SANBAG is seeking \$4 million to fund right-of-way acquisition.

### Project Description

This project will allow Metrolink trains access to a planned intermodal transit facility in the City of San Bernardino. More specifically, the 1<sup>st</sup> mile extension will reconstruct rail infrastructure on the existing Redlands Subdivision and City of San Bernardino right-of-way to include double tracking between the San Bernardino Depot and the proposed station at Rialto and E Streets where a multi-modal transit center will be constructed. The total Project length is approximately one-mile per the locally preferred alternative in the Alternatives Analysis (AA) Report as adopted by the SANBAG Board of Directors.

The Redlands First Mile (Project) – The goal of the Project is to prepare preliminary and final engineering and environmental documentation/permitting necessary for SANBAG to bid, award, and construct the extension of Metrolink service from the San Bernardino Depot to a new proposed transit center at Rialto Ave. and E Street in the City of San Bernardino. In addition, right-of-way mapping of the entire Redlands Subdivision and transit oriented development assistance to cities along the route will be required as well as possible other on-call services.

### Project History

As part of the on-going Redlands Passenger Rail Project Alternative Analysis, the extension of Metrolink to the Rialto Ave. and E Street transit center as the new Metrolink terminus station was adopted by the SANBAG Board as the local preferred alternative (LPA). The next phase of the project is to prepare engineering designs and environmental documentation.

### Project Status

Request for Proposals Open	October 2009
Proposal Due Date	December 2009
Award Consulting Contract	February 2010

### Additional Project Information

The Consultant will be required to perform all professional and technical services necessary to prepare the environmental, engineering, and right-of-way documents for the Project. Coordination between SANBAG, SCRRA, BNSF, the cities of San Bernardino, Loma Linda, and Redlands, Omnitrans, Caltrans, and Consultant will be accomplished through a SANBAG Contract Manager, Mr. Mitchell A. Alderman, PE, Director of Transit and Rail Programs, or his designee.

Est. Total Project Cost:	\$40 million*
Est. Unmet Funding Need:	\$40 million*

### Funding Summary

It is anticipated that the Project will be completed using local or state funds, which are yet to be identified.

\*Actual estimates will be confirmed in January



## ATTACHMENT #2 – Draft Project Descriptions

- ***I-215 Corridor South: Bi-County Project***  
**\$4 million (Baca/Lewis)**

**DRAFT**

### Request

SANBAG is seeking \$4 million to fund right-of-way acquisition.

### Project Description

SANBAG and the Riverside County Transportation Commission (RCTC), in cooperation with Caltrans, are planning to construct a High Occupancy Vehicle (HOV) lane in each direction of Interstate 215 (I-215). The proposed project would connect and close the gap between two separate HOV projects namely, the I-215 Reconstruction to the north and the State Route 91 (SR-91) HOV Project to the south. The SR-91 HOV improvements are scheduled to begin construction in 2010. The first phase of the I-215 HOV lanes to the north is currently under construction. The completion of this HOV gap closure will provide a continuous HOV lane from San Bernardino to the City of Artesia near Interstate 110 (I-110) in Los Angeles County via the I-215 and SR-91. Once constructed, this project will complete an approximately 70-mile HOV system.

This HOV lane gap closure project is located between the I-215/State Route 60 (SR-60)/SR-91 Interchange to the south and the Orange Show Road Interchange to the north, which is immediately north of Interstate 10 (I-10). The HOV lane gap closure project includes construction of approximately 7.5 miles of HOV lanes in the existing median with minimal outside widening and median barrier replacement. Other work associated with the project is replacement of the existing Burlington Northern Santa Fe Railroad (BNSF) and Union Pacific Railroad (UPRR) underpasses between the Iowa/La Cadena and the Barton Road Interchanges and widening of the I-215 bridges over the UPRR tracks south of I-10, over I-10, and over the Santa Ana River. There are limited to no new acquisitions expected with the project.

### Project History

Improvements along this portion of I-215 originally consisted of the addition of a mixed-flow lane and HOV lane; however, the need to deliver much needed transportation congestion relief and route continuity with the I-215 corridor improvements to the north and SR-91 improvements to the south prompted the need to down scope the project. Approved by the SANBAG board of directors in February 2009, the general consensus was to move forward with the addition of the HOV lane to close the gap between the HOV systems to the north and the south and construct the mixed-flow lane in the future.

### Project Status

Preliminary design and environmental technical studies are underway. The Project Approval and Environmental Document (PA/ED) phase is expected to be completed in early 2011 and award of construction contract in mid-2012. Construction is expected to last about two years.

### Additional Project Information

RCTC, as a partner agency, has agreed to share the project costs with SANBAG. Current estimates indicate that RCTC's share will roughly be between 18-25% of the total project cost. Remaining balance will be funded with future Federal, State, and Local funds.

#### Budgetary Estimate Summary (in \$000's)

PE	\$16,400
ROW	\$10,000
Construction	\$133,790
Est. Total Project Cost:	\$160 million
Est. Unmet Funding Need:	\$ 0*

#### Funding Summary (in \$000's)

Measure I	\$23,000
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\*Current estimates are anticipated to increase; unmet funding need, if any, will be confirmed in January.

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## ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: Devore Interchange Improvements***  
**\$5 million (Dreier)**

**DRAFT**

### Request

SANBAG is seeking \$5 million for design, mitigation and right-of-way acquisition.

### Project Description

This project will reconfigure the Interstate 15/Interstate 215 (I-15/I-215) Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 Corridor through the interchange. The planning effort also will review the viability of adding truck lanes along I-15 to bypass the interchange. Measure I funds from 2010-2040 are being advanced to start work on preliminary engineering and environmental approval. The budgetary cost estimate is based on the Project Study Report and reflects the cost at the time of construction. Funding for this project needs to be identified and secured prior to beginning the final design in 2011.

### Project History

SANBAG has designated the widening of I-15 and the reconstruction of the Interstate 15/Interstate 215 Interchange in Devore as its highest priority through the Proposition 1B Trade Corridors Improvement Fund. This project will increase truck throughput and reduce delays in this heavily traveled section of San Bernardino County.

### Project Status

In April 2008 the California Transportation Commission approved SANBAG's application for \$118 million of TCIF funding. The Project Study Report was approved in March 2009 and SANBAG is currently in the preliminary engineering phase of the project. SANBAG are evaluating design alternatives and working on the environmental clearance document. SANBAG anticipate this will take until 2011.

### Budgetary Estimate Summary

Project Phase	Preliminary Engineering
Construction Start Date	November 2013
Est. Total Project Cost:	\$368,553 million
Est. Unmet Funding Need:	\$151 million

### Funding Summary ( in \$000's)

Measure I	\$ 7,075
State – TCIF	\$118,012
Future Federal, State, Local	\$ 92,466
Est. Total:	\$368,553

• ***I-15 Corridor: Base Line Road Interchange***  
**\$1.5 million (Dreier)**

**DRAFT**

Request

The Base Line Rd./I-15 Interchange is located just north of I-15/Foothill Blvd. Interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include constructing a loop ramp for

Project Description

The Base Line Rd./I-15 Interchange is located just north of I-15/Foothill Blvd. Interchange – the most congested segment of I-15 between I-10 and Las Vegas. Current planned improvements include constructing a loop ramp for westbound Base Line Rd. to southbound I-15, and replacing of the existing East Ave. overhead structure located north of the interchange, widening Base Line Rd. from 4 to 6 through lanes, and providing two left turn lanes for eastbound Base Line to the northbound I-15 on-ramp.

Project History

The City has already invested \$6.2 million in local funds for right-of-way (ROW) acquisition and \$1 million for preliminary engineering. All technical studies for the EIR have been completed and approved by Caltrans.

Project Status

SANBAG staff recommends requesting \$3 million for this project. The current estimated construction cost is \$30.4 million, and the total project cost is \$43.1 million. The total project cost includes the cost of preliminary engineering, acquiring right-of-way, and construction administration. The City of Rancho Cucamonga has already invested \$6.2 million in local funds for right-of-way acquisition and \$1 million for preliminary engineering. All technical studies for the Environmental Impact Report (EIR) have been completed and approved by Caltrans. The Initial Study/Environmental Assessment (IS/EA) has been submitted to FHWA, and authorization to circulate for public comment has been requested. Design began in February of 2009, and is expected to be completed by October of 2010. The design will be funded with a combination of local and Federal funds.

Funding Summary

Federal Appropriations (FY 2004) IMD	\$752,335
Federal Appropriations (FY 2005) IMD	\$861,300
Federal Appropriations (FY 2005) DBP	\$463,913
Federal Appropriations (FY 2008) IMD	\$679,140
Federal Appropriations (FY 2009) IMD	\$712,500
SAFETEA-LU (FY 2005-2009)	\$4,000,000
City funds (Development Impact Fees)	\$17,667,000*
San Bernardino County Measure I (2010-2040)	\$18,000,000*
Est. Total Project Cost:	\$43.1 million
Est. Unmet Funding Need:	Anticipated increase in ROW acquisition

\*Committed funding to be confirmed in January

- ***Needles Highway***  
**\$5 million (Lewis)**

**DRAFT**

Request

SANBAG is seeking \$5 million for project development and design.

Project Description

Needles Highway is primarily a two-lane rural highway that runs north and south between the City of Needles and Laughlin, Nevada. Improvements to the highway are necessary for improved motorist safety, to reduce road flooding and wash-outs. Previously the State of Nevada had allocated \$14 million to the project, \$7 million of which is to be spent on the California segments. Because of increased project costs, Nevada Department of Transportation rescinded the \$7 million that was programmed for the California side to fund construction on the Nevada side of the highway.

Project History

Nevada Department of Transportation identified Needles Highway for funding for both the California and Nevada portion of the highway, however, expended all of its allocation of funds in Nevada. Ongoing discussions with Nevada are taking place to reprogram the Nevada contributions to this project. SANBAG has allocated \$2,478,840 of Surface Transportation Program formula funds to the project, and the project has received \$5,834,701 in allocation of Public Lands and Highways funds. The project is included in SANBAG's Comprehensive Transportation Plan.

Project Status

The environmental approval should be complete by January 2012. Currently the project is funded through the environmental and design phases.

Budgetary Estimate Summary

Project Phase	PA&ED
Construction Start Date	2012
Est. Total Project Cost:	\$80 million
Est. Unmet Funding Need:	\$71,686,459

Funding Summary

Surface Transportation Program	\$2,478,840
Public Lands	\$5,834,701

## ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: Ranchero Road Interchange***  
**\$3 million (Lewis)**

**DRAFT**

### Request

SANBAG is seeking \$3 million for project development and design.

### Project Description

The Ranchero Road/Interstate 15 (I-15) Interchange Project proposes to construct a new over-crossing, entrance and exit ramps with Interstate 15 in Hesperia. East-west mobility and access to and from I-15 are among the most significant transportation deficiencies within the Victor Valley. With the completion of the Ranchero Rd. Burlington Northern Santa Fe Railroad Undercrossing and the Ranchero Rd./I-15 Interchange, Ranchero Rd. will ultimately be widened from two lanes (one lane each direction) to six lanes and will serve as a super arterial roadway providing improved east-west mobility and access to I-15 to residents of Hesperia.

### Project History

Ranchero Road Interchange is one of three phases of the Ranchero Road Corridor Project, which has been the City's highest priority transportation capital improvement project for the past several years. This is a regionally significant project that will improve east-west traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles.

### Project Status

The project is currently in the Plans, Specifications and Estimates (PS&E) phase and with additional funding, design work can begin. The City has committed \$63 million of Development Impact Fees, Redevelopment Agency Bonds, and Local Measure I Pass-through Funds to the project, in addition to the \$7.979 million of Prop 1B STIP Augmentation funds that were allocated to the project by the SANBAG Board.

### Project Phases

Phase I involves construction of a full-service interchange at Interstate 15, which will connect the improvements in phases II and III to the interstate system. This project is identified as Project SBD031279 in the Regional Transportation Improvement Program. National Environmental Policy Act (NEPA) clearance is anticipated in Spring 2010, with design expected to be completed in late 2010. Construction can commence by 2011. It is anticipated that this project will create up to 250 construction related jobs.

Phase II involves construction of a new undercrossing at the BNSF Railway right-of-way. This phase received environmental clearance from Caltrans, acting as NEPA delegate to the Federal Highway Administration. Right-of-way acquisition has begun, and design is nearing completion.

Phase III involves widening five miles of Ranchero Road from the new undercrossing (through an unincorporated portion of San Bernardino County) to Interstate 15. Design of this phase is also underway at this time and is being done in cooperation with the County. Construction is tentatively scheduled for 2009-10.

### Interchange Budgetary Estimate Summary (in 000's)

Project Approval/Environmental Document	\$ 1,260
Final Design	\$ 3,315
Right of Way	\$ 15,550
Construction	\$ 60,000
Est. Total Project Cost:	\$ 80,125

### Interchange Funding Summary (in 000s)

Local – City (RDA, DIF)	\$54,506
Measure I MLHP	\$ 7,979
Measure I Local Streets	\$ 8,598
State - STIP	\$ 7,034
Federal – Demo	<u>\$ 2,008</u>
Est. Total Funds Committed:	\$80,125*

\*Est. unmet funding need to be confirmed in January.

## ATTACHMENT #2 – Draft Project Descriptions

- ***Victor Valley Corridor to Yucca Loma Bridge***  
***\$2 million (Lewis)***

***DRAFT***

### Request

SANBAG is seeking \$2 million for Phase III project development of the LaMesa/Nisqualli Corridor to Yucca Loma Bridge.

### Project Description

This project will create an alternate east/west corridor that will provide congestion relief for the I-15 Interchanges at Bear Valley Road and Palmdale Road, as well as State Route 18 at D Street in Victorville. In addition, the Yucca Loma Bridge will provide the Town of Apple Valley with another crossing of the Mojave River and connect the urban/commercial cores of Victorville and Apple Valley. Starting at the corridor's east end, Yucca Loma Road will connect to Yates Road, and then connect to Hesperia Road via a newly constructed extension to Green Tree Boulevard and bridge over the Burlington Northern Santa Fe railroad tracks. Drivers will have easy access to Interstate 15 via the new interchange at LaMesa/Nisqualli Road and the existing Palmdale Road interchange on the west end of the corridor.

### Project History

This is a regionally significant project that will improve east-west traffic circulation in the Victor Valley, reduce vehicle miles travelled, and improve safety response times for emergency vehicles. The interchange portion of the project will serve as a conduit across the freeway and help disperse traffic from existing interchanges that were not designed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in the past decade.

### Project Status

Three agencies: the Town of Apple Valley, the County of San Bernardino, and the City of Victorville, are working together toward the design and construction of the Corridor. There are three phases of the project.

### Project Phases

Phase I involves construction of the Yucca Loma Bridge over the Mojave River and improvements to Yucca Loma Road east of the bridge. The lead agency is the Town of Apple Valley.

Phase II involves widening of the existing Yates Road in an unincorporated portion of San Bernardino County west of the Yucca Loma Bridge. The design phase has begun.

Phase III involves construction of a bridge and road between Ridgcrest Road and Hesperia Rd. in the City of Victorville. The bridge will be an overpass over existing BNSF tracks and the road will be constructed near the existing Coad Road.

### ***PHASE I: Yucca Loma Bridge and Yucca Loma Road Improvements***

#### Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 3,100
Right of Way	\$ 34
Construction	\$ 47,776
Est. Total Cost:	\$ 50,910

### ***PHASE II: Yates Road***

#### Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 1,200
Right of Way	\$ 1,050
Construction	\$ 15,750
Est. Total Cost:	\$ 18,000

### ***PHASE III: Green Tree Blvd. Extension***

#### Budgetary Estimate Summary (in 000's)

Engineering Design	\$ 2,840
Right of Way	\$ 2,120
Construction	\$ 27,160
Est. Total Cost:	\$ 32,120
Est. Unmet Funding Need:	\$ 2,840

## ATTACHMENT #2 – Draft Project Descriptions

- ***I-15 Corridor: La Mesa-Nisqualli Interchange***  
**\$5 million (McKeon)**

**DRAFT**

### Project Description

This project connects La Mesa Road on the west side of Interstate 15 with Nisqualli Road on the east side by constructing an over-crossing and interchange connection to Interstate 15 at what has become the urban/commercial core of the Victor Valley. The interchange will also serve as one of the phases of a new east-west corridor in the middle of the Victor Valley linking Interstate 15 with the unincorporated community of Spring Valley Lake and the Town of Apple Valley.

The LaMesa/Nisqualli Interchange, situated between two major interchanges, Bear Valley Road and Palmdale Road (SR18 West), will also relieve congestion at both that were not constructed to accommodate the massive population growth and commercial development that has occurred in the Victor Valley in the past decade.

The design and right of way phases are fully funded. The design is at 90% completion. Right of way certification is scheduled for Spring, 2010. The construction contract is scheduled for award in Summer, 2010. SANBAG's "Nexus Study", which determines the fair share contributions from new development, identifies \$30 million in development mitigation funds for the construction phase. The remaining \$25 million public share of the construction cost needs funding.

### Budgetary Estimate Summary (in 000's)

Project Approval/Environmental Document	\$ 1,070
Final Design	\$ 5,180
Right of Way	\$ 24,560
Construction	\$ 60,000
Est. Total Project Cost:	\$ 90,810
Est. Unmet Funding Need:	\$ 25,177*

### Funding Summary (in 000s)

Local – City	\$ 44,030
State – STIP	\$ 11,530
Federal Funding:	
Demo	\$ 1,200
Demo-ISTEA	\$ 4,823
RSTP-L	\$ 3,800
Section 115	\$ 250
Total Funds Committed:	\$ 65,633

\*This project was part of SANBAG request for a federal TIGER Grant; if grant awarded in January, might not need to seek appropriations for this project.

## ATTACHMENT #2 – Draft Project Descriptions

- **High Desert Corridor/I-15 Interchange Project**  
**\$5 million (McKeon)**

**DRAFT**

### Request

SANBAG is seeking \$5 million for project development and right of way acquisition.

### Project Description

The High Desert Corridor/I-15 Interchange is the first segment of a new highway linking the Victor Valley in San Bernardino County with the Antelope Valley in Los Angeles County. This project will provide new freeway access from the I-15 freeway to U.S. 395 and will provide new highway access to Southern California Logistics Airport (formerly George Air Force Base).

This interchange is considered as a necessary project to facilitate plans to construct new highway called the High Desert Corridor, which will expand the multi-modal capability for goods movement, with the potential of creating 10,000 jobs.

### Project History

The Antelope and Victor Valleys continue to experience explosive population growth, deficient highway infrastructure, and impacts from truck related goods movement that bypass the Los Angeles area's more congested freeways. The HDC first received funding in TEA21 for the section between U.S. 395 in Adelanto and State Route (SR) 18 in Apple Valley. SAFETEA-LU designated a portion of HDC as E-220, however no funding accompanied the designation.

### Project Status

Local match from Apple Valley/Victorville for Federal Funds have been received in the amount of \$2,460,000. SANBAG's "Nexus Study," a study to determine the fair share contributions from new development, identified \$38,220,000 in development mitigation funds for this project.

### Additional Project Information

While SANBAG's advocacy effort focuses on support for funding for this interchange, SANBAG also supports efforts to utilize public-private partnerships (P3's) authority to provide a broader array of funding types to support the delivery of this project and the adjoining High Desert Corridor.

### Budgetary Estimate Summary (in \$000's)

Project Status	PA&ED Phase
Project Phase	Current phase of project is in PA&ED
Construction Start Date	2017
Est. Total Project Cost:	To be confirmed

### Funding Summary

TEA-21 (Lewis)	\$7,500,000 – Phase I
SAFETEA-LU (Lewis)	\$4,000,000 – Phase I
2005 Federal Appropriations CBP (Lewis)	\$3,000,000 – Phase I
2006 Public Lands (FHWA)	\$2,000,000 – Phase I



## ATTACHMENT #2 – Draft Project Descriptions

- ***SR-60 Central Ave. Interchange Improvements***  
***\$6 million (Miller)***

***DRAFT***

### Project Description

The Central Avenue interchange at State Route 60 (SR-60) is located at the north entrance of the City in a fully developed commercial area. Traffic congestion on the SR-60 puts major pressure on this regional roadway and the Cities of Chino and Montclair.

The State of California, Department of Transportation (Caltrans) is planning on widening SR-60 to accommodate one additional lane in each direction. This improvement requires widening of the Central Ave. Bridge crossing SR-60 Freeway to accommodate for widening of the ramps and the designated freeway lanes. Three alternatives are proposed by Caltrans to reduce congestion and assist traffic flow both on Central Ave. and SR-60. Caltrans has prepared a Project Study Report (PSR) which is the next step to secure State and Regional funding for the project. San Bernardino Associated Government (SANBAG), Caltrans and the City of Chino, the City of Montclair and the County of San Bernardino will be financially responsible for the design and construction of the project.

Central Ave. is a major arterial street connecting Interstate 10, SR-60 and Expressway 71 freeways between the Cities of Chino, Ontario and Montclair. Once completed, the widening improvements will be immediately evident to the City of Chino, however, surrounding cities will also benefit from this improvement.

In addition, this improvement will accommodate future widening of SR-60, one lane each direction as a separate project. This project will help to reduce congestion and also facilitate regional goods movements from the ports of Los Angeles and Long Beach to the nation as SR 60 is one of two facilities that are utilized by trucks to access Interstate 15.

### Project Status

Caltrans has prepared a Draft Project Study Report (PSR) proposing three alternatives to reduce congestion and assist traffic flow both on Central Avenue and SR-60. Once the PSR is approved, Caltrans anticipates a 30 month period for completion of the Project Approval/Environmental Document (PA/ED) portion of the project. Currently, Caltrans estimated the design and construction cost to be \$48,100,000 .

### Budgetary Estimate Summary

The Environmental/Preliminary Engineering (PA/ED)      2012

Est. Total Project Cost:      \$48,100,000

Est. Unmet Funding Need:      \$15,000,007

### Funding Summary

Measure I      \$13,656,664

Chino      \$17,847,387

Montclair      \$116,777

County (Chino Sph)      \$175,165\*

County (Montclair Sph)      \$1,304,000\*

\*Committed funds to be confirmed in January

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation

MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
PUC	Public Utilities Commission
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents,  
San Bernardino Associated Governments  
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,  
multi-modal transportation system
- Strengthen economic development  
efforts
- Exert leadership in creative problem  
solving

To successfully accomplish this mission,  
SANBAG will foster enhanced relationships  
among all of its stakeholders while adding  
to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996